

Zoning and Platting Commission

Austin Strategic Mobility Plan Resolution

Whereas the City Council on June 10, 2020, asked staff to amend the Austin Strategic Mobility Plan (ASMP) to add the Project Connect system plan; and

Whereas the City of Austin is currently updating three of its active transportation plans: the 2014 Urban Trails Plan, the 2014 Bicycle Plan, and the 2016 Sidewalk/ADA Transition Plan (ATX Walk Bike Roll); and

Whereas the ASMP Street Network Table and Map is used to identify future right-of-way dedication requirements; and

Whereas on November 15, 2021, the Austin Transportation Department released a first draft ASMP Street Network map; and

Whereas Round 1 feedback included 1,647 map comments showing among other concerns particular opposition to changing neighborhood streets from Level 1 to Level 2 and the associated large increases in right-of-way; and

Whereas further concerns were raised about expanding the Transit Priority Network where no transit service is planned and creating unfeasible or unsafe bicycle lanes; and

Whereas on September 3, 2020, Ordinance No. 20200903-005 was approved to acquire land for the 2016 Corridor Program from the owners of 2,166 Austin parcels without prior notification.

Now, therefore, be it resolved that the Zoning and Platting Commission encourages the Austin City Council that there should be no street level changes in the ASMP except to incorporate the Project Connect system plan as directed by the Austin City Council; and

Be it further resolved that property owners and tenants whose frontage is listed for potential right-of-way increases be notified in their primary language before the City Council vote on the ASMP; and

Be it further resolved that the ASMP team should coordinate with the Equity Office in public outreach to ensure the success of ATX Walk Bike Roll's stated goal of achieving racial equity in planning efforts; and

Be it further resolved that the Transit Priority Network be expanded only when transit service is added; and

Be it further resolved that before a revised Bicycle Plan is incorporated into the ASMP, a Street Level 1B should be added to the Transportation Criteria Manual that indicates the presence of a bicycle lane for both curbed and non-curbed street designs without raising the right-of-way requirements to match Level 2 streets and that only approved and safe bike routes be included.